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BAESYSTEMS

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REQUEST FOR DEVIATION / WAIVER (RFD/RFW)				1. DATE (YYMMDD) 220918		Form Approved CNS No. 0704-0100	
<p>THIS FORM IS TO BE USED TO REQUEST A DEVIATION OR WAIVER TO ANY OF THE REQUIREMENTS OF THE RFD/RFW. IT IS TO BE COMPLETED BY THE REQUESTOR AND SUBMITTED TO THE CONTRACTING OFFICER FOR THE COG. IT IS TO BE COMPLETED BY THE REQUESTOR AND SUBMITTED TO THE CONTRACTING OFFICER FOR THE COG. IT IS TO BE COMPLETED BY THE REQUESTOR AND SUBMITTED TO THE CONTRACTING OFFICER FOR THE COG.</p> <p>PLEASE DO NOT RETURN THIS COMPLETED FORM TO EITHER OF THESE ADDRESSES. RETURN COMPLETED FORM TO THE CONTRACTING OFFICER FOR THE COG.</p> <p>PROCESSED ACTIVITY NUMBER DAAE07-01-D-0027</p>				2. PROCESSED ACTIVITY NUMBER DAAE07-01-D-0027		3. DODAAC DAAE07	
				4. (X) DEVIATION 5. (X) WAIVER 6. (X) MAJOR 7. (X) OTHER		8. OTHER SYSTEMS CONFIGURATION ITEMS AFFECTED YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>	
4. ORGANIZATION a. TYPED NAME (Print, last name, first name) Robert Nilsson				b. ADDRESS (Street, City, State, Zip Code) 1000 South Vineyard Avenue Ontario, California 91761		9. BASE LINE AFFECTED ALLOCATED <input type="checkbox"/> MODIFIED <input checked="" type="checkbox"/>	
7. DESIGNATION FOR DEVIATION / WAIVER a. MODIFIER MY00A1 b. DISC CODE G3631				c. EYE DESIGN D-EADDS d. DISC WAIVER NO. X		10. TITLE OF DEVIATION / WAIVER AFFARS Module Weight Relief	
11. CONTRACT NO. AND LINE ITEM DAAE07-01-D-0027 CLIN 0001AA and 0001AE				12. PRECISING CODE a. NAME FROM NAME IN JEA b. CODE AMTALLOA JEA		13. ACTION OFFICER a. NAME ROONEY A. GELHAUS b. TELEPHONE NO. 586.574.0000	
13. CONFIGURATION ITEM NO. / TITLE Advanced Avionics Forward Area Refueling System				14. CLASSIFICATION a. CD NO. b. DEFECT c. DEFECT CLASSIFICATION X MINOR MAJOR CRITICAL		15. FA IT NO. OR TYPE DESIGNATION Verlo 18	
16. NAME OF LOWEST PART / ASSEMBLY AFFECTED AAFARS Modules				17. EFFECTIVITY Serial Number 0001 and on		18. RECURRING DEVIATION / WAIVER YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>	
19. EFFECT ON COST / PRICE None				20. EFFECT ON DELIVERY SCHEDULE None if DFW is approved		21. EFFECT ON INTEGRATED LOGISTICS SUPPORT, INTERFACE OR SOFTWARE None	
22. DESCRIPTION OF DEVIATION / WAIVER See attachment				23. NEED FOR DEVIATION / WAIVER See attachment		24. CORRECTIVE ACTION TAKEN Not applicable	
25. SUBMITTING ACTIVITY a. TYPED NAME (Print, last name, first name) Frank D. Coe				b. TITLE Contracts Section Head		c. SIGNATURE 	
26. APPROVAL / DISAPPROVAL a. APPROVAL X APPROVED b. DISAPPROVAL c. TYPED NAME (Print, last name, first name) SUZANNE BALAKIER				d. RECOMMENDATION e. GOVERNMENT ACTIVITY SPAR-CSS-FP-P f. SIGNATURE 		g. DATE SIGNED (YYMMDD) 021023	
h. APPROVAL X APPROVED i. DISAPPROVAL j. TYPED NAME (Print, last name, first name) KATHERINE M. THOMAS MAJOR, OD				k. SIGNATURE 		l. DATE SIGNED (YYMMDD) 021024	

Previous editions are obsolete.

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Attachment 1
Request for Deviation - D-EA 008
AAFARS Module Weight Relief

Block 22. Description of Deviation / Waiver - Change the Advanced Aviation Forward Area Refueling System (AAFARS) maximum module weight requirement as defined in ATPD 2294 paragraph 3.3.b, 3.3.5.1 and 6.10 as follows:

Paragraph 3.3.b Second sentence - WAS: "Each module or component of the AAFARS shall be designed to be as light as possible and shall not exceed the limits for a four persons carry of 147 pounds."

Paragraph 3.3.b Second sentence - IS: "Each module or component of the AAFARS shall be designed to be as light as possible and shall not exceed a maximum of 170 pounds."

Paragraph 3.3.5.1 Sixth sentence - WAS: "Maximum gross weight of container and contents is 147 pounds."

Paragraph 3.3.5.1 Sixth sentence - IS: "The gross weight of container and contents shall not exceed a maximum of 170 pounds."

Paragraph 6.10 First sentence - WAS: "Modules of the systems should be designed and constructed lighter than the four-person carry limit of 147 pounds (i.e., two person carry modules of 84 pounds)."

Paragraph 6.10 - IS: "Modules of the systems shall be designed and constructed to not exceed the maximum weight of 170 pounds."

Block 23. Need for Deviation / Waiver - In order to minimize the amount of additional set-up and tear down time required to deploy the AAFARS the number of individual modules and sub-modules needs to be minimized. By increasing the maximum module weight from 147 pounds to 170 pounds this objective can be achieved. This has been discussed with TACOM and CASCOM over the last 8 months or so and the consensus has been the relief in the maximum module weight is acceptable and consistent with how the AAFARS is actually used when deployed. Attached is a copy of the letter from CASCOM confirming their position in this regard.